

The Fix We're In For: The State of Illinois' Bridges

TRANSPORTATION FOR AMERICA

The Fix We're In For: The State of Illinois' Bridges

Overview

Today, **one out of every 12** bridges that motorists in Illinois cross each day are likely to be deteriorating to some degree; and **8.5 percent** of bridges statewide are rated “structurally deficient” according to government standards, compared to **11.5 percent** nationwide.

Out of 50 states and the District of Columbia, Illinois ranks **35th worst** nationally in terms of the overall condition of the state's bridges. (1 being the worst, 51 being the best.)

As of 2010, Illinois had **26,337** highway bridges: 7,746 of them owned by the state; 17,979 owned by local counties, cities and towns; and 612 owned by other entities, such as private business and federal agencies.¹ **2,239** of those 26,337 bridges were structurally deficient.

Illinois has **49** out of **102** counties where the average bridge condition is worse than the statewide average.

Regardless of the amount of wear and tear experienced by a specific bridge, most bridges are designed to last roughly 50 years. The average age of bridges in the U.S. is **42** years old. Illinois' average is **38.2** years old. While Illinois bridges are younger than the national average, a tidal wave of bridges will be reaching 50 over the next 20 years. Today, Illinois already has almost **7,000** bridges that are older than 50 years. By 2030, that number could more than double to over **14,000**.

In 2008, Illinois received **\$151 million** in federal funds for bridge repair and they spent **\$436 million**, or **14.6 percent** of all federal funds, on bridge upkeep.² (It's possible to spend more on bridge repair than a state received because of other federal programs that can be shifted or “flexed” into bridge repair.) The U.S. average is **13 percent**.

Illinois spent **\$1.39 billion** or **46.4 percent** of all federal transportation funds on new capacity. The U.S. average is **30 percent**.

¹ In this analysis, we use only highway bridges, since that is all that the National Bridge Inspection Program requires states to report in the National Bridge Inventory. Limited data is available for pedestrian bridges

² Ibid.

The National Picture

America's infrastructure is beginning to show its age. Our nation's roads, highways and bridges have increasingly received failing scores on maintenance and upkeep. The American Society of Civil Engineers has rated our country's overall infrastructure a "D" and our bridges a "C." For roads and highways, this manifests itself in rutted roadways, cracked pavement and abundant potholes, creating significant costs for drivers and businesses due to increased wear and tear on their vehicles. For the nation's bridges, lack of maintenance can result in the sudden closure of a critical transportation link or, far worse, a collapse that results in lost lives and a significant loss in regional economic productivity.

Despite billions of dollars in annual federal, state and local funds directed toward the maintenance of existing bridges, 69,223 bridges – representing more than 11 percent of total highway bridges – are classified as "structurally deficient," according to the Federal Highway Administration (FHWA.) "Structurally deficient" bridges require significant maintenance, rehabilitation or replacement. In addition, a number of bridges exceed their expected lifespan of 50 years. The average age of an American bridge is 42 years.

The maintenance backlog will only worsen as bridges age and costs rise. According to FHWA's 2009 statistics, \$70.9 billion is needed to address the current backlog of deficient bridges.³ This figure will likely increase as many of our most heavily traveled bridges – including those built more than 40 years ago as part of the Interstate System – near the end of their expected lifespan.

The good news is that some states have worked hard to address the problem and have seen their backlog of deficient bridges shrink in number. The bad news is that, critical as these efforts are, they are not nearly enough. Two key problems persist: (1) An absence of real incentives and assurances at the federal level that fixing aging bridges is a top funding priority; (2) Federal investment in fixing the nation's infrastructure is not currently tied to performance and accountability measures, leaving Americans no concrete assurances of progress. As bridges continue to age and fall into disrepair, our nation's policymakers must make a greater commitment to maintaining and repairing these crucial assets.

³ SAFETEA-LU Funding Tables, FY2009, Table 3, Part 1, "Weighted Needs", p.27, <http://www.fhwa.dot.gov/safetealu/fy09comptables.pdf>

Illinois' Bridge Backlog

Today, one out of every 12 bridges that motorists in Illinois cross each day are likely to be deteriorating to some degree; and 8.5 percent of bridges statewide are rated “structurally deficient” according to government standards, compared to 11.5 percent nationwide.

Out of 50 states and the District of Columbia, Illinois ranks 35th nationally in terms of the overall condition of the state’s bridges. (1 being the worst, 51 being the best.)

As of 2010, Illinois had 26,337 highway bridges: 7,746 of them owned by the state; 17,979 owned by local counties, cities and towns; and 612 owned by other entities, such as private business and federal agencies.⁴ Ownership of a particular bridge matters because it often determines which jurisdiction is responsible for maintenance and repair. Table 1 shows the number and average annual daily traffic⁵ on Illinois’ bridges.

What Qualifies a Bridge as “Structurally Deficient?”

Federal law requires states to inspect all bridges 20 feet or longer at least every two years. Bridges in “very good” condition may go four years between inspections, while those rated “structurally deficient” must be inspected every year.

Highway bridges have three components: 1) the **superstructure**, which supports the deck; 2) the **substructure**, which uses the ground to support the superstructure; and 3) the **deck**, which is the top surface of the bridge that cars, trucks and people cross. During inspection, each of these bridge features is given a rating between 0 and 9, with 9 signifying the best condition. Federal guidelines classify bridges as “**structurally deficient**” if one of the three key components is rated at 4 or less (poor or worse), meaning engineers have identified a major defect in its support structure or its deck.¹ If a bridge is rated “structurally deficient,” the bridge requires significant maintenance, rehabilitation or replacement. A state may restrict heavy vehicle traffic, conduct immediate repairs to allow unrestricted use or close the bridge to traffic until repairs can be completed.

Sources: Federal Highway Administration. “Non-Regulatory Supplement.” U.S. Department of Transportation. http://www.fhwa.dot.gov/legisregs/directives/fapg/0650dsup.htm#N_2_ Federal Highway Administration. “Conditions & Performance.” U.S. Department of Transportation, 2006.

⁴ In this analysis, we use only highway bridges, since that is all that the National Bridge Inspection Program requires states to report in the National Bridge Inventory. Limited data is available for pedestrian bridges

⁵ Average amount of traffic that crosses over the bridge each day.

Table 1: Overview of Illinois Bridge Statistics

	State system	Local system	Other	Structurally deficient	Total
Number of bridges	7,746	17,979	612	2,239	26,337
Bridge average annual daily traffic	85,822,606	23,099,001	20,218,206	8,136,203	129,139,813

Rural bridges often provide crucial access to jobs and medical services for residents in sparsely populated areas. Urban bridges, on the other hand, carry high volumes of traffic to and within regional economic centers. Most bridges in the National Highway System are in rural areas, but urban bridges carry more traffic. Nationally, rural bridges account for 77 percent of all bridges. However, the 23 percent of bridges in urban areas carry almost three-quarters of all national bridge traffic.⁶

Between 1992 and 2010, the number of vehicles traveling across structurally deficient bridges on a daily basis was virtually unchanged (-2 percent), despite billions of dollars spent annually on bridge construction and repair.⁷ An increasing number of American individuals and businesses rely on bridges that are subject to closure or weight restriction if increased maintenance and reconstruction are not undertaken — a potentially crippling impact on personal travel and freight movement.

Drivers in Illinois are regularly traveling across heavily trafficked bridges with “poor” ratings — bridges that could become dangerous or closed without repair. Table 2 lists the most heavily used structurally deficient bridges throughout Illinois, ranked by average annual daily traffic (ADT) counts.

⁶ Research and Innovative Technology Administration. Highway Bridges in the United States — An Overview. http://www.bts.gov/publications/special_reports_and_issue_briefs/special_report/2007_09_19/html/entire.html

⁷ T4 America's Analysis of FHWA's National Bridge Inventory Data. <http://www.fhwa.dot.gov/bridge/britab.cfm>.

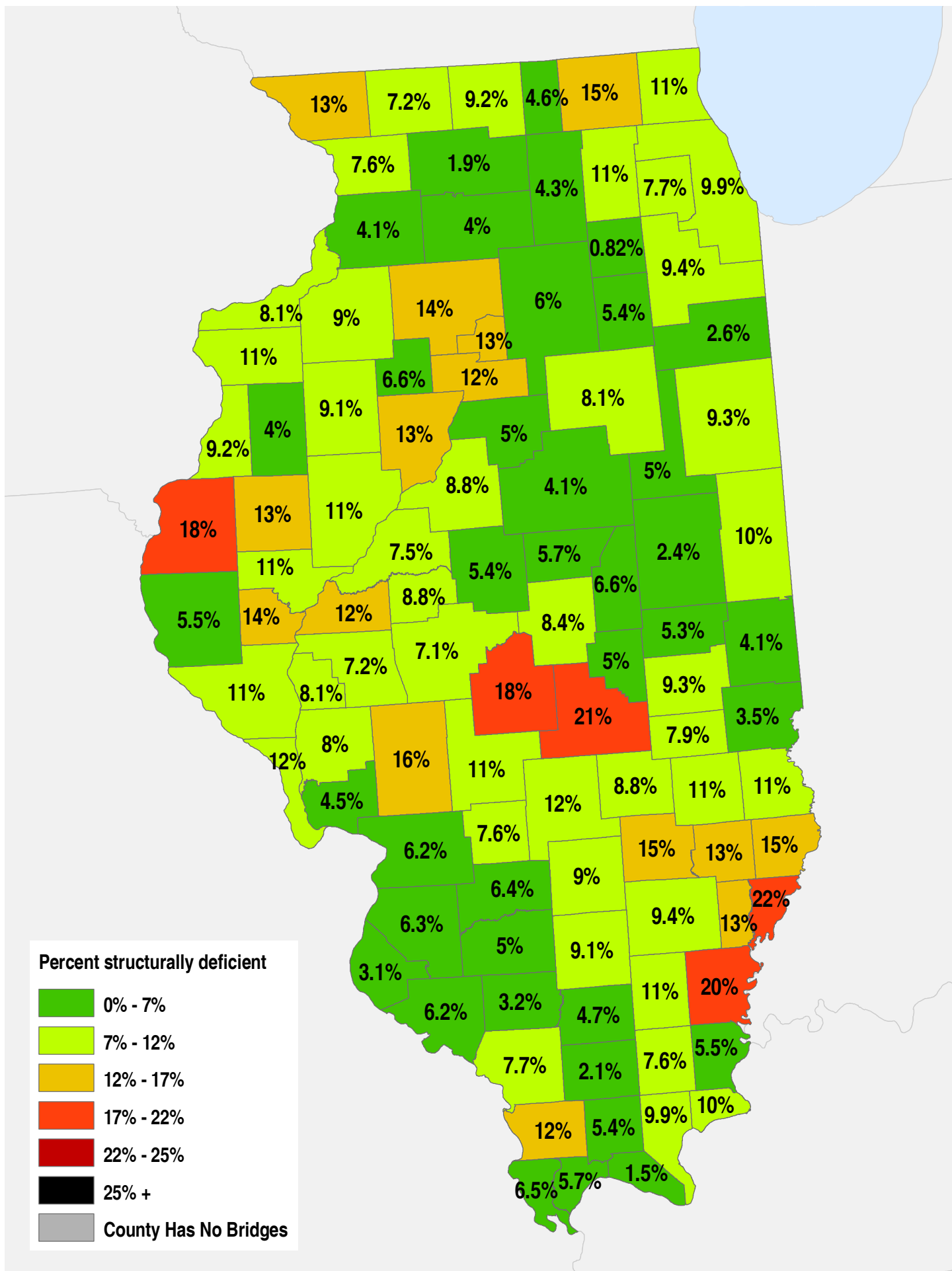
Table 2: Illinois' Structurally Deficient Bridges with Highest Traffic Volumes

Rank	County	Bridge Facility	Crosses Feature	Proximity to	Average annual daily traffic
1	DuPage County	I-290	SALT CREEK	0.6 M NW OF IL 83	162,400
2	Cook County	I-290 IKE(CONGRESS	BETWEEN RIV & PO	0.5 M E I-90&94	139,000
3	Cook County	LAKE SHORE DR	MICHIGAN AVE NB	1100 N. & 100 E.	135,500
4	Cook County	LAKE SHORE DRIVE	WILSON AVENUE	4600 N & 732 W	114,400
5	Cook County	LAKE SHORE DRIVE	LAWRENCE AVE	4800 N & 700 W	108,700
6	DuPage County	I-290 EB	IL 83	2.7 M NW OF IL 64	77,800
7	DuPage County	I-290 WB	IL 83	2.7 M NW OF IL 64	77,800
8	Cook County	I-294 NB	IS 88 (E-W TOLL)	0.5 M N ILL 38 P20	69,450
9	Cook County	I90 WB (NW TOLL)	ILL 62 (OAKTON ST)	I90 AT ILL 62 P5	64,500
10	Cook County	I90 EB (NW TOLL)	ILL 62 (OAKTON ST)	I90 AT ILL 62 P5	64,500

Illinois has 49 out of 102 counties where the average bridge condition is worse than the statewide average. Table 3 reveals the five counties with the best and worst average bridge conditions. In Figure A, counties are shaded based on their overall percentage of “structurally deficient” bridges. Although smaller or more rural counties have fewer bridges than more populated counties, this measurement allows for cross-comparison between counties of various sizes.

Table 3: Counties in Illinois With Best and Worst Average Bridge Conditions

County	# of Highway Bridges	# of Structurally Deficient Bridges	% Structurally Deficient
Wabash County	92	20	21.7%
Shelby County	354	76	21.5%
White County	215	44	20.5%
Christian County	321	59	18.4%
Hancock County	298	53	17.8%
Champaign County	707	17	2.4%
Williamson County	187	4	2.1%
Ogle County	375	7	1.9%
Massac County	130	2	1.5%
Kendall County	122	1	0.8%



Chicago's Western Avenue overpass

Chicago's 50-year-old overpass at Western Avenue between Addison and Diversey has reached the end of its useful life and is overdue for repair or rehabilitation. Chicago's Department of Transportation began holding hearings in 2009 on the future of the structure, which spans a total of 1,000 feet from Roscoe to Nelson Streets.

Some local officials and residents have noted that the current structure, in addition to being unsafe, has been a strain on city finances due to the continual need for small patches and repairs. Alderman Eugene Schuler of Chicago's 47th Ward said that since the overpass opened, "the city has spent money to fix falling concrete, the potholes, and there's almost constant car accidents. A lot of drivers speed when they're on it." The original purpose of the structure in the 1960s was to increase access to Riverview Park, which closed decades ago.

Schuler and fellow Aldermen Manuel Flores and Scott Waguespack, of Chicago's 1st and 32nd Wards, respectively, participated in an intensive public review process facilitated by CDOT. After reviewing two alternatives, CDOT officials concluded that repair would not be a viable option due to the unique design of the overpass.

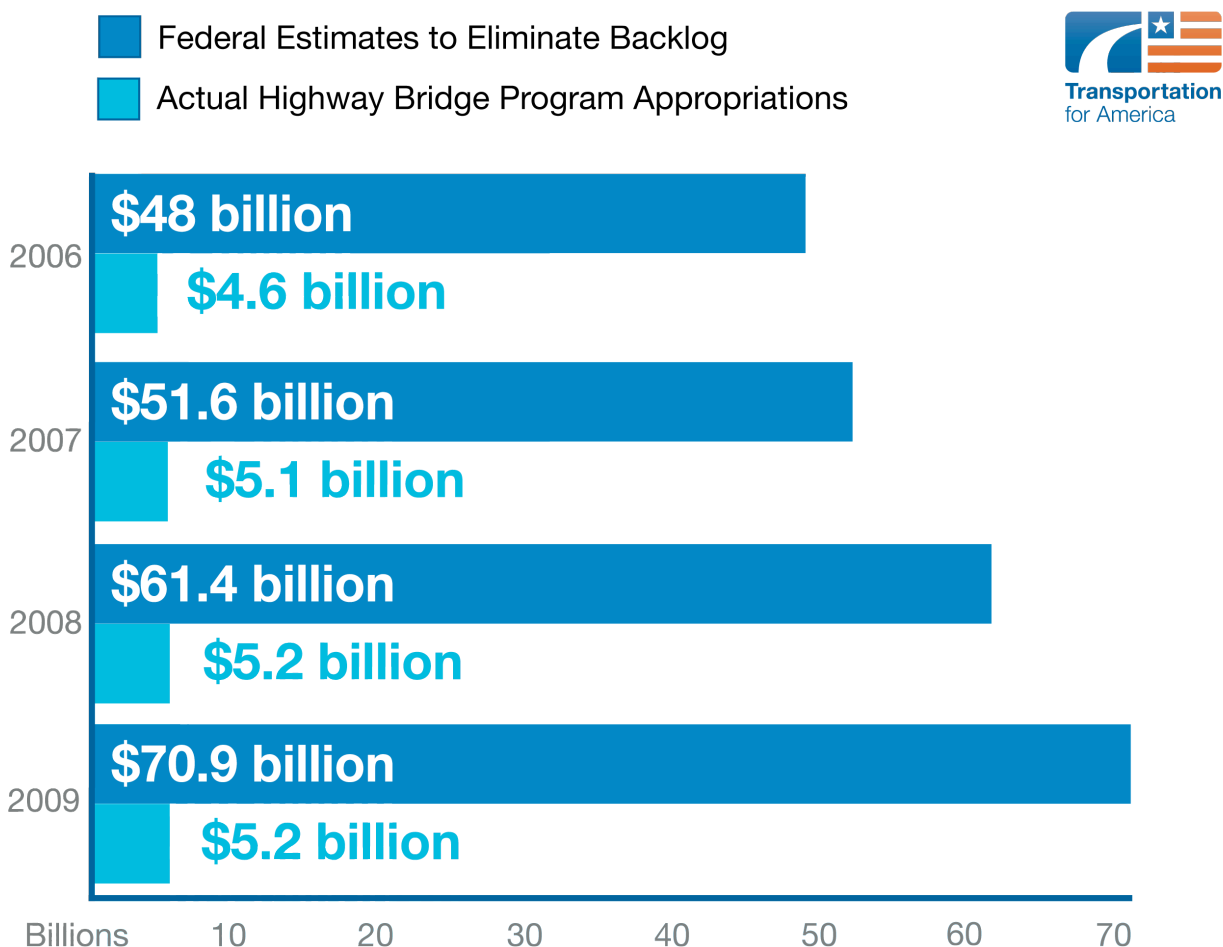
CDOT is expected to proceed with removing the overpass in 2012 in lieu of an at-grade intersection, with the goal of minimizing traffic delays and disruptions. The recommended changes to the intersection after the overpass is removed include a widening of Western Avenue, including a third lane for traffic during peak hours. The new project will also result in a road median, wider sidewalks with newly-planted trees, longer crossing signals and countdown lights to accommodate pedestrians and bicyclists.

"What we're trying to do is make sure that we take care of traffic flow first and traffic safety and pedestrian safety," said Alderman Waguespack. Current plans would also prevent displacement of existing homes and businesses.

Sources: <http://ward32.org/planning-development/infrastructure/western/>
<http://archive.chicagobreakingnews.com/2009/07/bid-to-raze-western-ave-overpass-takes-shape.html>
<http://www.roscoeviewjournal.com/news/cdot-develops-plan-to-remove-western-avenue-viaduct-improve-corridor>

Congress created the Federal Highway Bridge Program to fix and replace deficient bridges throughout the country, yet current funding is insufficient to keep up with the rapid deterioration rate of U.S. bridges. Figure B compares the size of the bridge program from 2006 through 2009 with FHWA estimates of the sums needed to catch up on the current backlog of repairs. While appropriations have increased by \$650 million, bridge needs over the same time period have increased by \$22.8 *billion*.

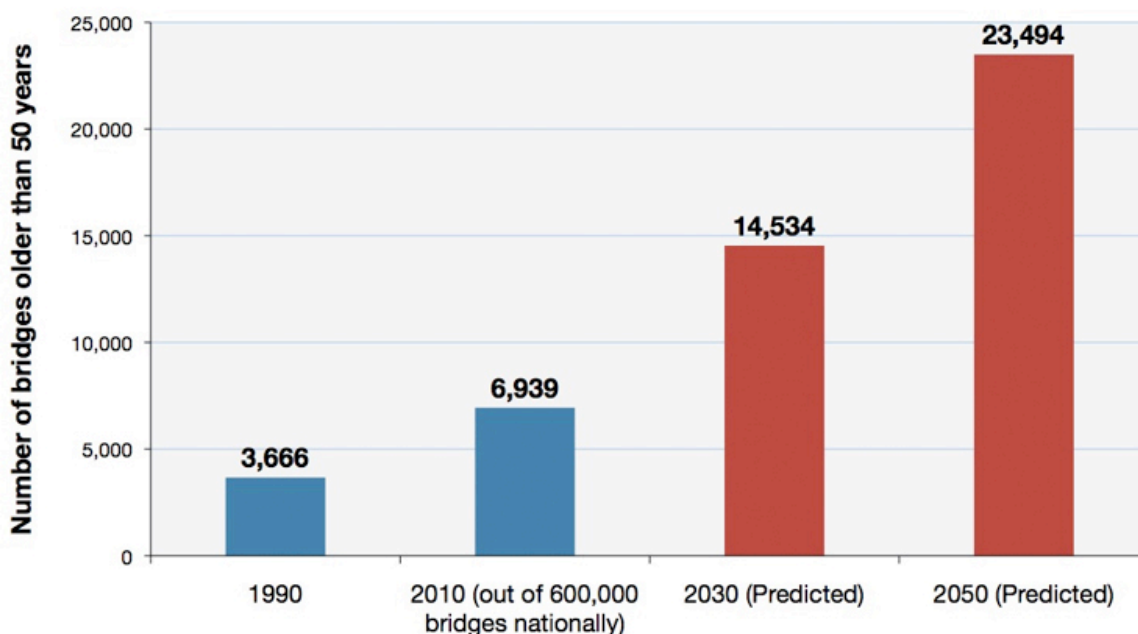
Figure B: Bridge Repair Funding Levels Versus FHWA Needs Estimate



The Cost of Aging Bridges

Regardless of the amount of wear and tear experienced by a specific bridge, most bridges are designed to last roughly 50 years. The average age of bridges in the U.S. is 42 years old. Illinois' average is 38.2 years old. The number of "structurally deficient" bridges is virtually guaranteed to increase over time, as a wave of old bridges reach the end of their designed lives. Nationally, more than 185,000 highway bridges (out of 600,000 total) are now 50 years old or older. By 2030, that number could double without substantial bridge replacement, and it has the potential to triple by 2050. With one in five bridges built over 50 years ago, almost half of all the nation's bridges may require major structural investments within the next 15 years.⁸

Figure C: Illinois Bridges over 50 Years Old



⁸ *Bridging the Gap: Restoring and Rebuilding the Nation's Bridges*. American Association of State Highway and Transportation Officials. July 2008. <http://roughroads.transportation.org/>

Fixing Them First: Florida's Success Story

By prioritizing repair and maintenance of their existing bridges and setting repair performance standards, Florida's bridges are some of the safest and highest-rated in the country. Florida has the second lowest percentage of poorly rated bridges of any state in the U.S: only 290 out of 11,899 total bridges, or 2.4 percent, are classified as structurally deficient.

How has Florida managed this? Preserving existing infrastructure is one of three core principles of the Florida Department of Transportation (FDOT), which is committed to protecting state investments. *Preservation is defined as:* ensuring that 80 percent of the pavement on the State Highway System meets department standards and that 90 percent of department-maintained bridges meet department standards.

In order to meet these targets, maintenance, repair and replacement projects receive funds before all other projects. The state uses data and analytical tools to determine the amount of funding that will be necessary to meet the department repair standards.

In addition, Florida has a specific state initiative to replace and repair bridges. The State Maintenance Office develops an annual list of bridges to be replaced with funds from the State Bridge Replacement Program, while the State Bridge Repair Program is used to take care of periodic maintenance and specified rehabilitation activities. Each district receives funding based on its portion of the total state bridge inventory and then also uses a computer program to prioritize and manage repair.

Florida's practices of prioritizing repair and maintenance, tracking repair needs, and setting measurable goals for success have helped the state have some of the best roads and bridges in the country.

The Tension Between Fixing the Old and Building the New

Under the existing federal program, transportation agencies have tended to delay needed repairs and preventive maintenance by directing funds toward new construction. In 2008, all states combined spent more than \$18 billion, or 30 percent of federal transportation funds, to build new roads or add capacity to existing roads. In that same year, states spent \$8.1 billion of federal funds on repair and rehabilitation of bridges, or about 13 percent of total funds. In 2008, Illinois spent \$436 million, or 14.6 percent of total federal funds, on bridge upkeep.⁹ Though we need to continue

⁹ Ibid.

expanding our transportation system, the safety and preservation of existing bridges and roads must be a higher priority for our long-term economic competitiveness and fiscal sustainability.

States Can't Keep Up Without Federal Support

Bridges provide crucial access between regions and cities, linking workers to jobs, goods to markets and people to essential services. According to the FHWA, transportation agencies would need \$70.9 billion to overcome the current backlog of deficient bridges.¹⁰ This investment would be money well spent, as poor bridge conditions have major implications for traveler safety, mobility and economic activity.

Allowing roads and bridges to slip into disrepair ultimately costs state and local governments billions more than the cost of regular, timely repair. Over a 25-year period, deferring maintenance of bridges and highways can cost three times as much as preventative repairs. The backlog also increases safety risks, hinders economic prosperity and significantly burdens taxpayers. Preservation efforts can also extend the expected service life of a road for an additional 18 years, preventing the need for major reconstruction or replacement.¹¹ It is imperative that Illinois maximize precious tax dollars by extending the useful service life of roads and bridges before major rehabilitation or replacement is required.

¹⁰ SAFETEA-LU Funding Tables, FY2009, Table 3, Part 1, "Weighted Needs", p.27.

<http://www.fhwa.dot.gov/safetealu/fy09comptables.pdf>

¹¹ American Association of State Highway and Transportation Officials. *Bridging the Gap: Restoring and Rebuilding the Nation's Bridges*. July 2008. <http://roughroads.transportation.org/>

The Consequences of Deferred Maintenance

Neglecting bridge repair and maintenance won't just cost more money down the road — the consequences can be far more immediate and disastrous. Deferred maintenance can result in crippling delays if a vital artery is closed, or even worse, if lives are put in danger as aging bridges become unsafe and at risk for collapse.

Crown Point Bridge Closing

On October 16, 2009, the Champlain/Crown Point bridge linking New York and Vermont was closed without warning. An inspection performed on the bridge as part of a rehabilitation or replacement process, set to start in 2012, revealed that two of the bridge's support piers were not structurally sound. The bridge was a vital economic connection between the states, carrying about 3,500 cars across each day. Thousands of daily commuters now have to drive about 100 miles out of their way to another bridge or pay at least \$8 a trip for a ferry. A month later, officials in Vermont and New York announced that the bridge was beyond repair and would have to be demolished. Jim Bonnie, with the New York Department of Transportation, told NPR, "We set aside about \$30 million a year for our bridge program, but we need on the order of \$100 million to maintain our 830 bridges. So, it's just an epidemic."

Minneapolis' I-35W Collapse

On August 1, 2007, the I-35W bridge in Minneapolis, Minnesota abruptly failed, falling into the Mississippi River, killing 13 people and injuring 145. Following the incident, the National Transportation Safety Board (NTSB) undertook a year-long investigation to determine the cause of the collapse. Though the "structurally deficient" bridge was being inspected every year, the NTSB found that the bridge design was flawed; its gusset plates were undersized and not meant to support the kind of loads the bridge was carrying. The cause of the collapse, in the NTSB's opinion, was the increased weight of the bridge itself due to previous modifications, and the concentrated weight of construction materials present on the deck of the bridge on the day of the collapse.

In addition to the safety imperative, investing in the construction, expansion and repair of our nation's transportation infrastructure creates jobs while laying the foundation for long-term economic prosperity. Repair work on roads and bridges generates 16 percent more jobs than new bridge and road construction.¹²

¹² Smart Growth for America. *The Best Stimulus for The Money*. www.smartgrowthamerica.org/stimulus.html

For all these reasons, Congress repeatedly has declared the condition and safety of our bridges to be of national significance. However, the current federal program is not designed to ensure that transportation agencies have enough money and accountability to get the job done.

Recommendations

As our nation's bridges continue to age Congress needs to provide states with increased resources to repair and rebuild them. As the chart earlier in this report shows, the federal transportation program currently provides only a fraction of the necessary funds for maintenance and repair. Although a number of states are making repair of existing assets a priority, more support from the federal government is essential. The nation's bridges are aging and traffic demands are increasing. Though the size of the federal program has increased by 14 percent between 2006, state-level needs increased by 47 percent.

Congress also needs to take steps to make sure that funds sent to states for bridge repair are used only for that purpose. Today states can transfer bridge funds for other purposes – even if they have bridges that are in need of repair. These funds should only be used for other purposes if the state's bridges are in a state of good repair. In addition, states should be given the flexibility to develop long-term programs that focus on both keeping bridges in good condition and fixing or replacing bridges that are deficient. Even in instances where it is more cost-effective to perform regular repair on a bridge to prevent it from becoming deficient, the current federal program only allows states to fix a bridge that is structurally deficient with a low sufficiency rating.

Some states across the country are already taking the right steps to repair their infrastructure. These best practices could serve as a model for other states and work with an improved federal program to fix our nation's bridges. Michigan, for example, has greatly increased the ratio of spending on routine maintenance and pavement preservation vis-à-vis capacity increases and/or new roads by attempting to meet a goal of 95 percent of freeways and 85 percent of non-freeways in good condition by 2007, a goal established by Michigan's State Transportation Commission in 1997. The Florida Department of Transportation is bound by state statute that lists preservation as the first of three "prevailing principles," and sets maintenance standards for pavement and bridges.

When our aging bridges are replaced, they must be designed to provide safe access for all who need to use them, whether they are in vehicles, on foot or bicycle, or using public transit.

Conclusion

We cannot continue to ignore our transportation network's vital maintenance needs. The costs of current practices are well known, as roads and bridges continue to display the effects of wear and age, suffering the results of underinvestment. Without a change in both spending levels and overall priorities, Illinois will need \$222 from each driver to fix all of the structurally deficient bridges. As our bridges continue to age – more than 60 percent of all bridges will be past their useful life in 2030 – this figure will only grow.

Preserving Illinois' existing transportation system is crucial to ensuring regional prosperity, safety and a higher quality of life. The economic and social cost of neglect is simply too high. It is time for our policymakers to shore up our infrastructure and ensure Americans get the most bang for our transportation buck.

Appendix A: Illinois Counties, Ranked by Percentage of Structurally Deficient Bridges

County	Number of bridges	Number of structurally deficient bridges	Percentage of bridges that are structurally deficient	Bridge average annual daily traffic	Average annual daily traffic on SD bridges
Wabash County	92	20	21.70%	67,134	24,379
Shelby County	354	76	21.50%	158,209	12,012
White County	215	44	20.50%	231,308	26,811
Christian County	321	59	18.40%	202,053	9,365
Hancock County	298	53	17.80%	164,513	15,275
Macoupin County	244	40	16.40%	195,921	13,871
Clay County	165	25	15.20%	100,224	10,609
Lawrence County	177	26	14.70%	209,427	35,525
McHenry County	218	32	14.70%	1,040,602	65,359
Brown County	69	10	14.50%	12,549	3,616
Bureau County	383	52	13.60%	557,332	157,959
Jo Daviess County	195	26	13.30%	145,289	29,179
Richland County	150	20	13.30%	93,410	6,910

County	Number of bridges	Number of structurally deficient bridges	Percentage of bridges that are structurally deficient	Bridge average annual daily traffic	Average annual daily traffic on SD bridges
McDonough County	198	26	13.10%	120,410	19,795
Peoria County	360	47	13.10%	1,770,947	134,370
Putnam County	46	6	13.00%	47,885	14,300
Edwards County	77	10	13.00%	43,730	3,985
Union County	201	25	12.40%	282,039	15,629
Marshall County	155	19	12.30%	144,145	3,500
Cass County	75	9	12.00%	61,967	11,125
Fayette County	358	42	11.70%	557,900	22,428
Calhoun County	77	9	11.70%	45,211	1,410
Lake County	235	27	11.50%	3,041,558	189,938
Crawford County	194	22	11.30%	133,567	9,160
Fulton County	212	24	11.30%	140,439	23,290
Kane County	276	30	10.90%	2,900,872	294,336
Schuyler County	111	12	10.80%	49,799	6,379
Hamilton County	168	18	10.70%	90,015	13,045
Mercer County	168	18	10.70%	56,540	7,520
Jasper County	178	19	10.70%	88,795	6,380
Montgomery County	264	28	10.60%	395,350	11,679
Pike County	333	35	10.50%	302,513	8,183
Hardin County	59	6	10.20%	36,620	4,735
Vermilion County	487	49	10.10%	901,267	52,471
Pope County	81	8	9.90%	46,489	11,850
Cook County	1641	162	9.90%	57,559,834	3,412,408
Wayne County	255	24	9.40%	235,051	18,714
Will County	597	56	9.40%	6,003,171	546,470

County	Number of bridges	Number of structurally deficient bridges	Percentage of bridges that are structurally deficient	Bridge average annual daily traffic	Average annual daily traffic on SD bridges
Coles County	300	28	9.30%	479,115	19,413
Iroquois County	569	53	9.30%	423,308	23,312
Winnebago County	456	42	9.20%	3,066,995	169,720
Henderson County	142	13	9.20%	112,170	18,400
Knox County	308	28	9.10%	388,564	67,489
Jefferson County	254	23	9.10%	799,727	25,845
Henry County	323	29	9.00%	671,585	54,209
Marion County	290	26	9.00%	489,730	17,251
Effingham County	249	22	8.80%	584,999	27,079
Menard County	91	8	8.80%	81,624	1,016
Tazewell County	365	32	8.80%	1,660,868	240,550
Macon County	345	29	8.40%	821,968	96,250
Rock Island County	272	22	8.10%	1,804,910	199,619
Scott County	99	8	8.10%	98,234	5,000
Livingston County	571	46	8.10%	525,452	33,613
Greene County	163	13	8.00%	86,675	4,578
Cumberland County	165	13	7.90%	267,294	30,435
DuPage County	285	22	7.70%	10,137,988	571,904
Jackson County	222	17	7.70%	549,743	49,578
Saline County	184	14	7.60%	301,191	14,360
Bond County	158	12	7.60%	271,782	5,689
Carroll County	185	14	7.60%	120,878	3,925
Mason County	80	6	7.50%	33,354	3,800
Morgan County	235	17	7.20%	333,432	10,174
Stephenson County	334	24	7.20%	334,690	26,844

County	Number of bridges	Number of structurally deficient bridges	Percentage of bridges that are structurally deficient	Bridge average annual daily traffic	Average annual daily traffic on SD bridges
Sangamon County	451	32	7.10%	1,680,337	59,398
Stark County	91	6	6.60%	37,235	5,135
Piatt County	244	16	6.60%	257,364	10,043
Alexander County	92	6	6.50%	117,491	4,485
Clinton County	187	12	6.40%	388,159	13,725
St. Clair County	459	29	6.30%	4,866,461	199,113
Madison County	502	31	6.20%	3,561,587	171,493
Randolph County	146	9	6.20%	147,490	9,950
LaSalle County	513	31	6.00%	1,186,489	65,475
Pulaski County	105	6	5.70%	125,545	5,535
De Witt County	193	11	5.70%	284,558	10,238
Adams County	309	17	5.50%	331,165	5,035
Gallatin County	73	4	5.50%	61,185	600
Grundy County	259	14	5.40%	559,528	16,050
Logan County	298	16	5.40%	550,183	12,834
Johnson County	112	6	5.40%	241,514	4,864
Douglas County	228	12	5.30%	299,203	16,306
Washington County	238	12	5.00%	445,909	1,189
Woodford County	200	10	5.00%	218,830	9,685
Moultrie County	161	8	5.00%	137,058	15,950
Ford County	303	15	5.00%	176,919	23,350
Franklin County	295	14	4.70%	536,975	73,185
Boone County	108	5	4.60%	465,614	6,450
Jersey County	110	5	4.50%	88,241	550
DeKalb County	258	11	4.30%	608,529	35,075
Edgar County	268	11	4.10%	96,065	3,947

County	Number of bridges	Number of structurally deficient bridges	Percentage of bridges that are structurally deficient	Bridge average annual daily traffic	Average annual daily traffic on SD bridges
McLean County	614	25	4.10%	1,854,650	85,151
Whiteside County	271	11	4.10%	561,360	50,809
Lee County	371	15	4.00%	649,125	4,805
Warren County	199	8	4.00%	172,714	4,820
Clark County	228	8	3.50%	396,220	9,235
Perry County	125	4	3.20%	112,313	9,060
Monroe County	127	4	3.10%	347,903	12,425
Kankakee County	346	9	2.60%	823,533	52,450
Champaign County	707	17	2.40%	1,815,142	97,625
Williamson County	187	4	2.10%	723,891	40,005
Ogle County	375	7	1.90%	739,997	13,385
Massac County	130	2	1.50%	362,745	100
Kendall County	122	1	0.80%	430,225	2,650

The Fix We're In For: The State of Illinois' Bridges

This report was written by Lilly Shoup, Nick Donohue and Marisa Lang with additional contributions from Tanya Mejia, Sean Barry, David Goldberg and Stephen Lee Davis for Transportation for America. Andrew Amey provided invaluable assistance compiling and analyzing the National Bridge Inventory data and Greg Vernon provided the GIS work. Our thanks to the U.S. DOT and FHWA for their cooperation.

About Transportation for America

TRANSPORTATION FOR AMERICA (T4 America) is the largest, most diverse coalition working on transportation reform today. We believe it is time for a bold new vision — transportation that guarantees our freedom to move however we choose and leads to a stronger economy, greater energy security, cleaner environment and healthier America. We're calling for more responsible investment of our federal tax dollars to create a safer, cleaner, smarter transportation system that works for everyone.

Contact Us

Transportation for America
1707 L Street NW, Suite 250
Washington, DC 20036
Info@t4america.org
202-955-5543
t4america.org

Executive Committee

Smart Growth America (co-chair)
Reconnecting America (co-chair)
Alternatives for Community & Environment
America Bikes
American Public Health Association
Apollo Alliance
LOCUS: Responsible Real Estate Developers
and Investors
National Association of City Transportation
Officials

National Association of Realtors
National Housing Conference
Natural Resources Defense Council
PolicyLink
Rails-to-Trails Conservancy
The Surface Transportation Policy
Partnership
Transit for Livable Communities (MN)
U.S. Public Interest Research Group